

Figure 1: Metered Injection Pumping System for adding resid fuels

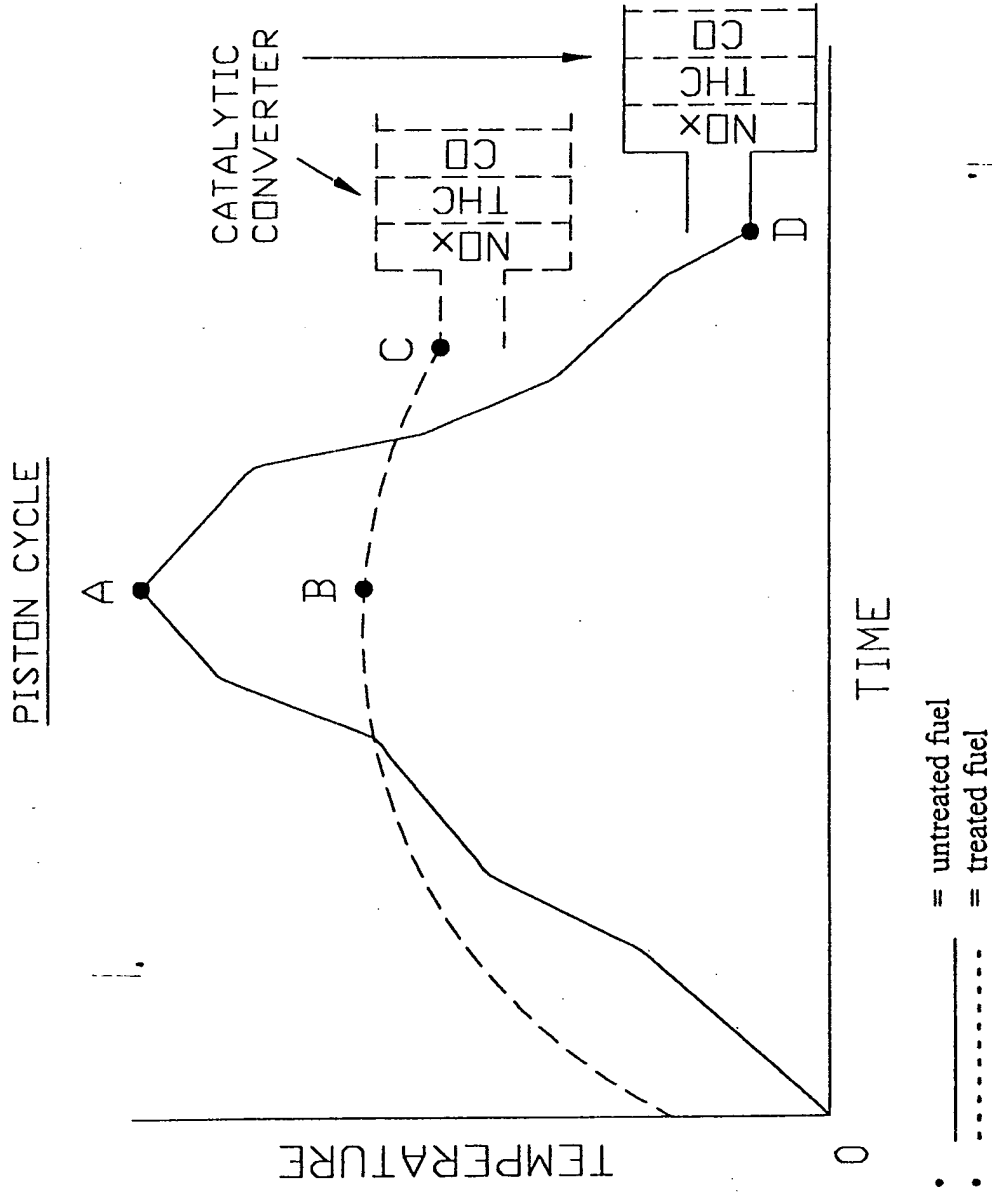


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

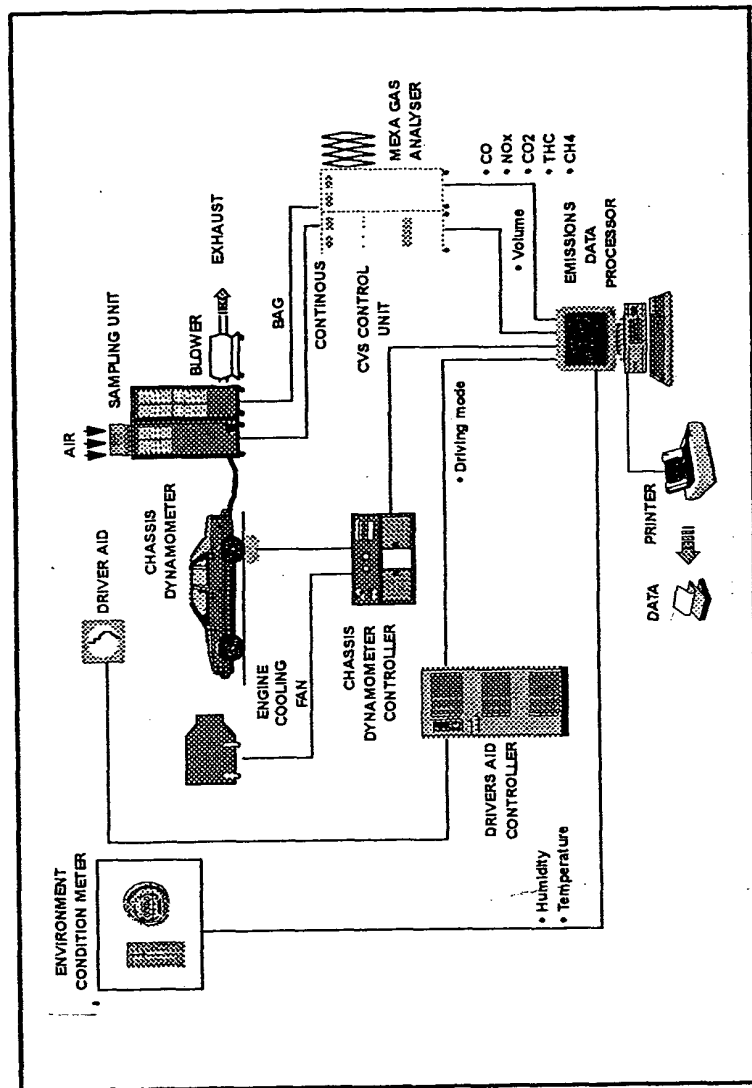


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

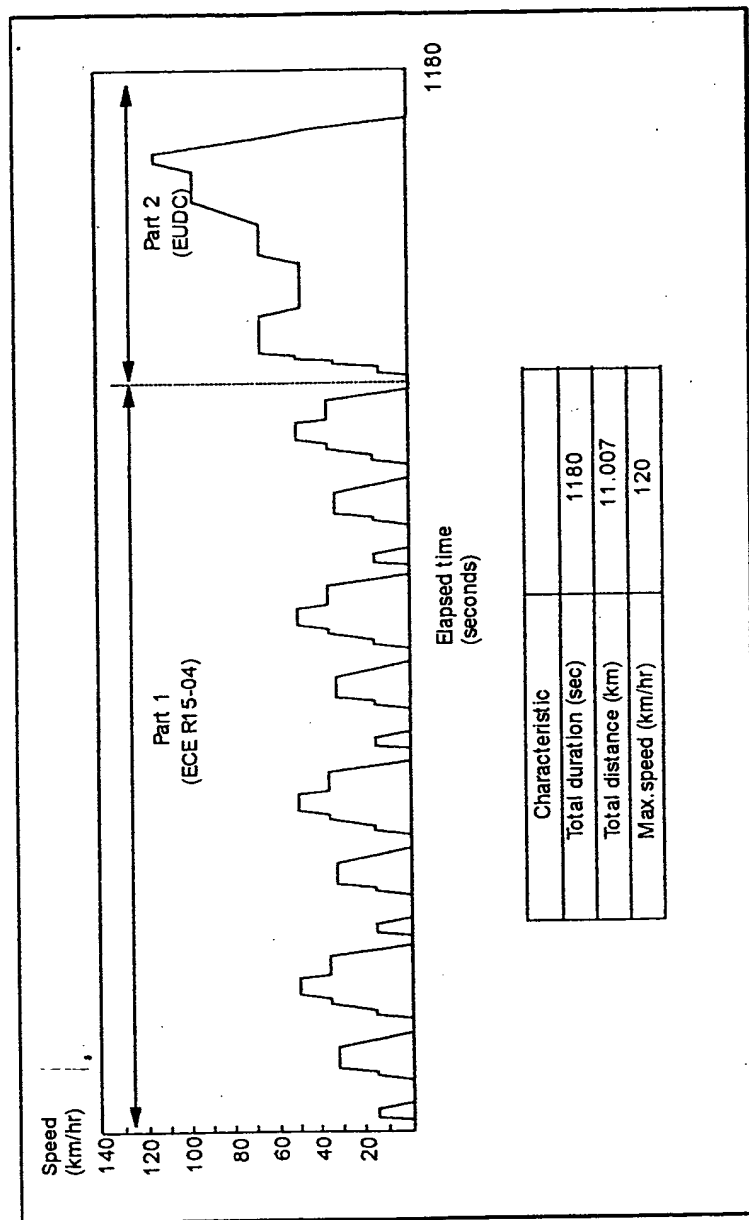


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

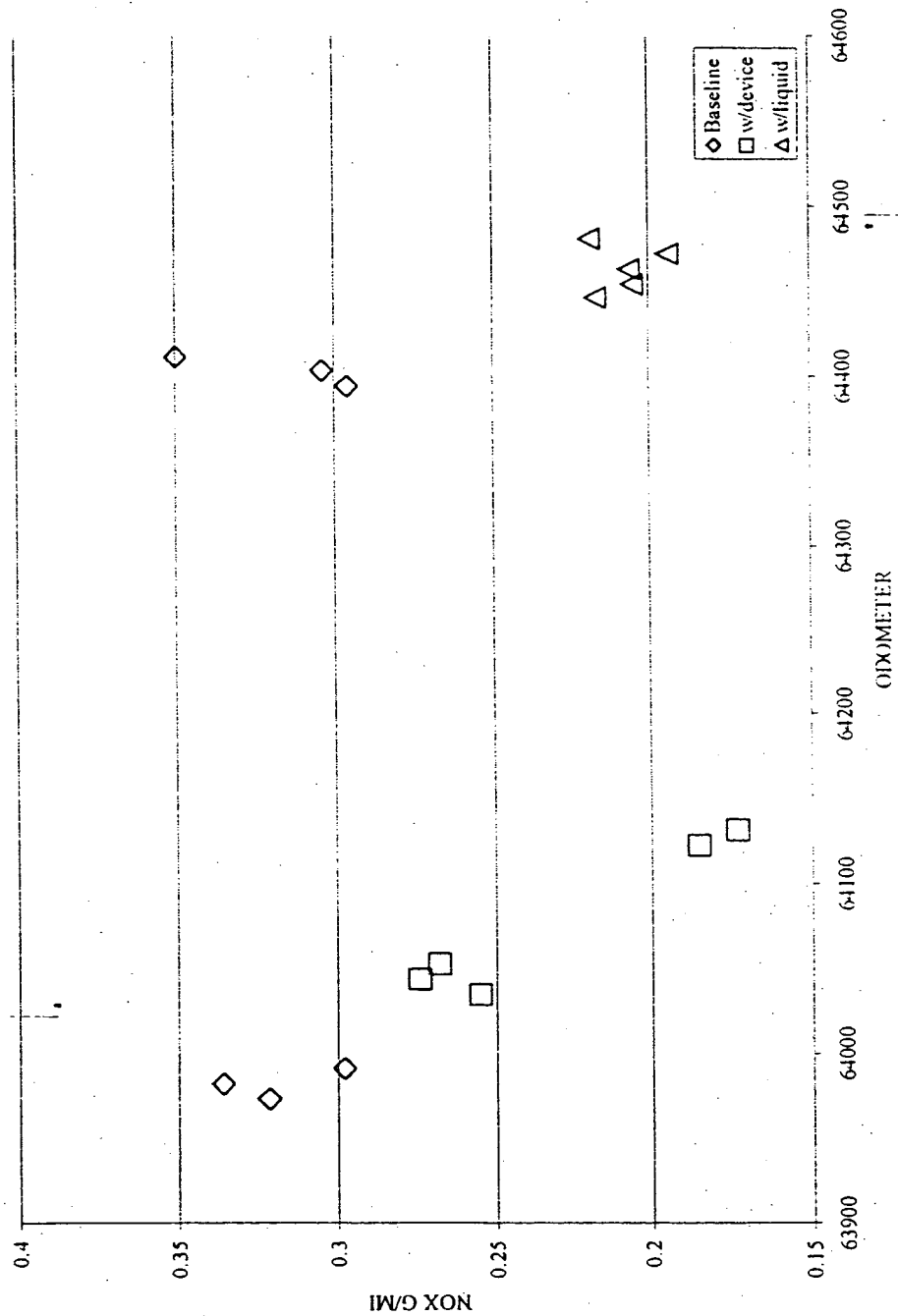


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

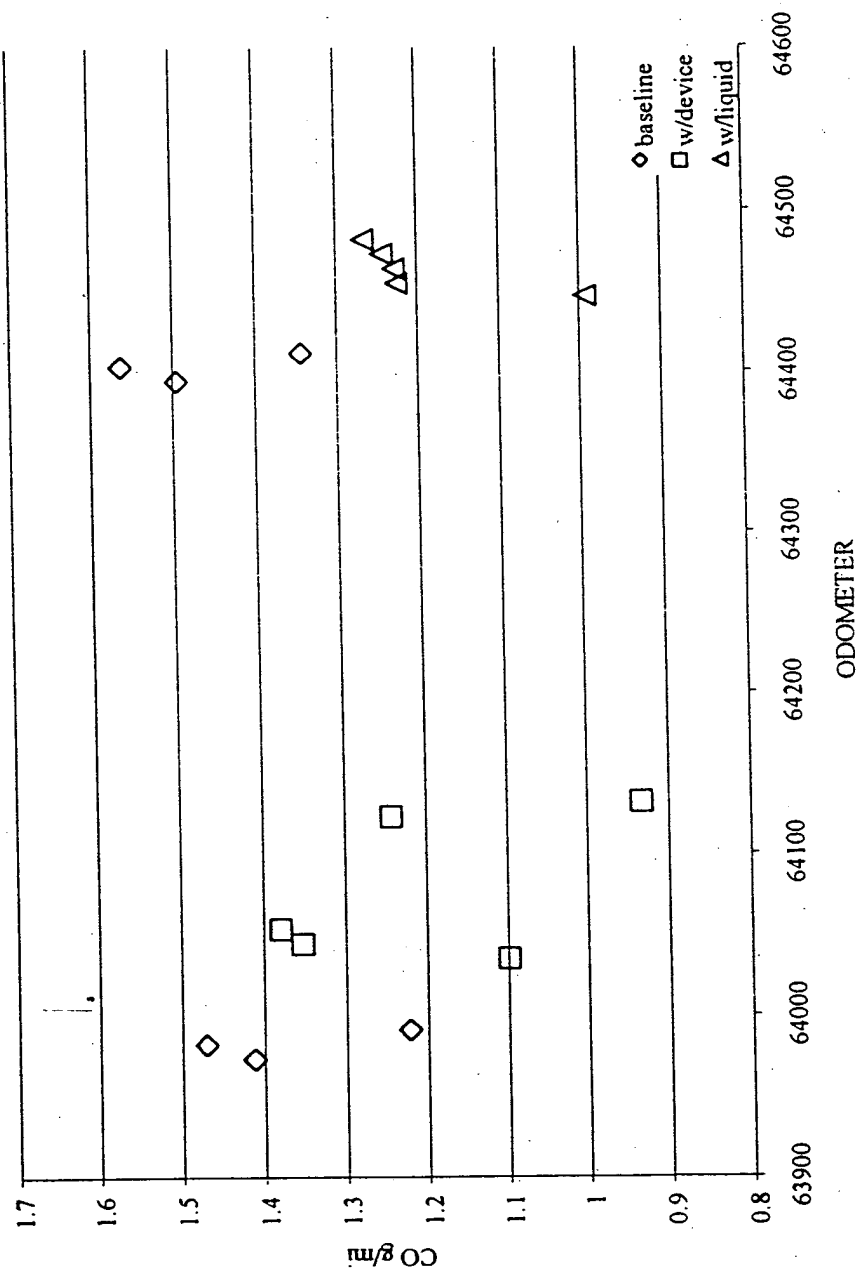


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

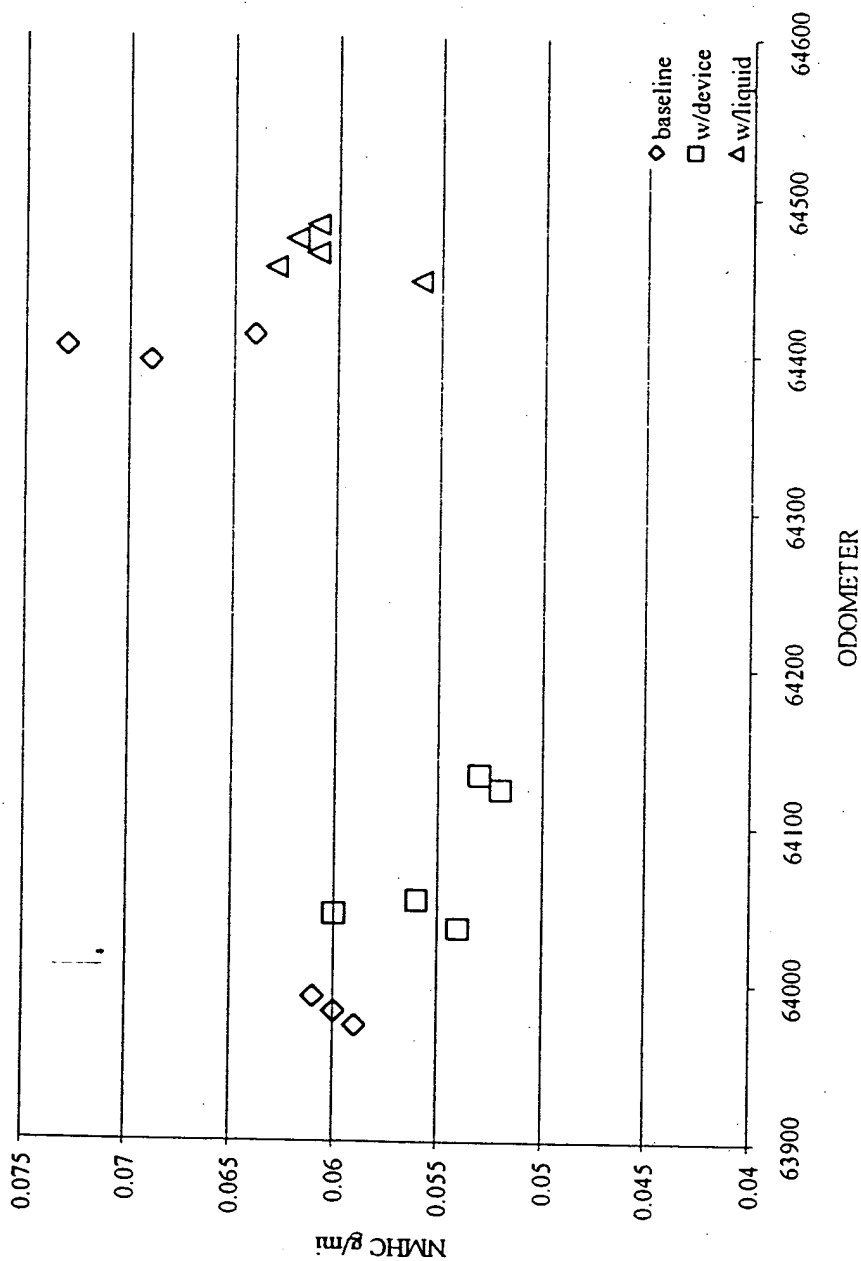


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

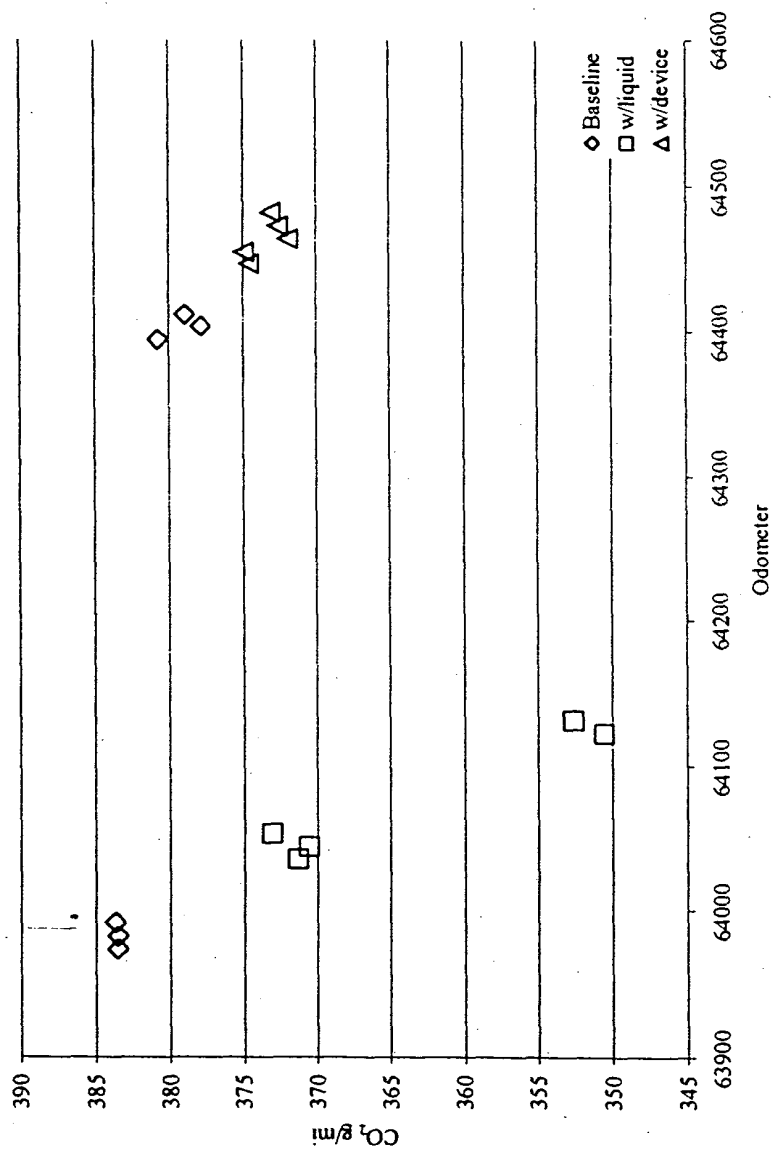


Figure 8: CO₂ emissions as a function of odometer miles for a Ford Taurus

200207050001

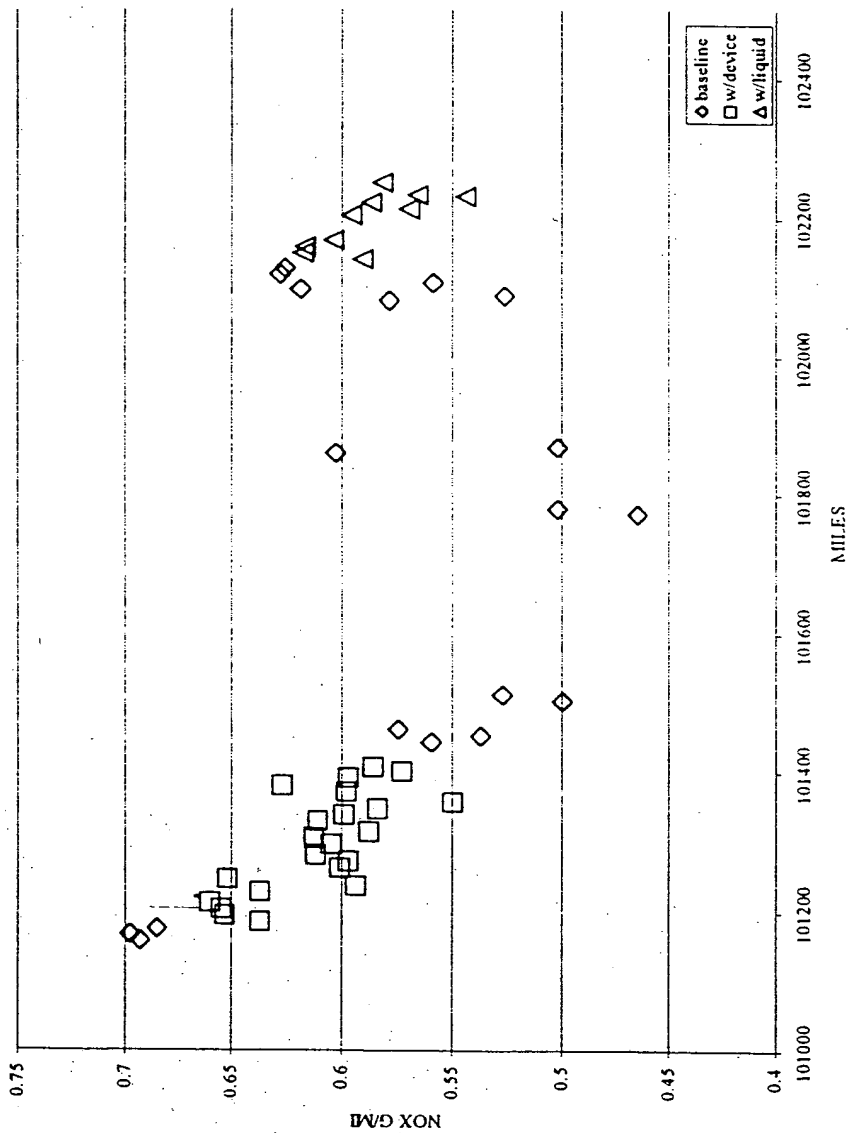


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

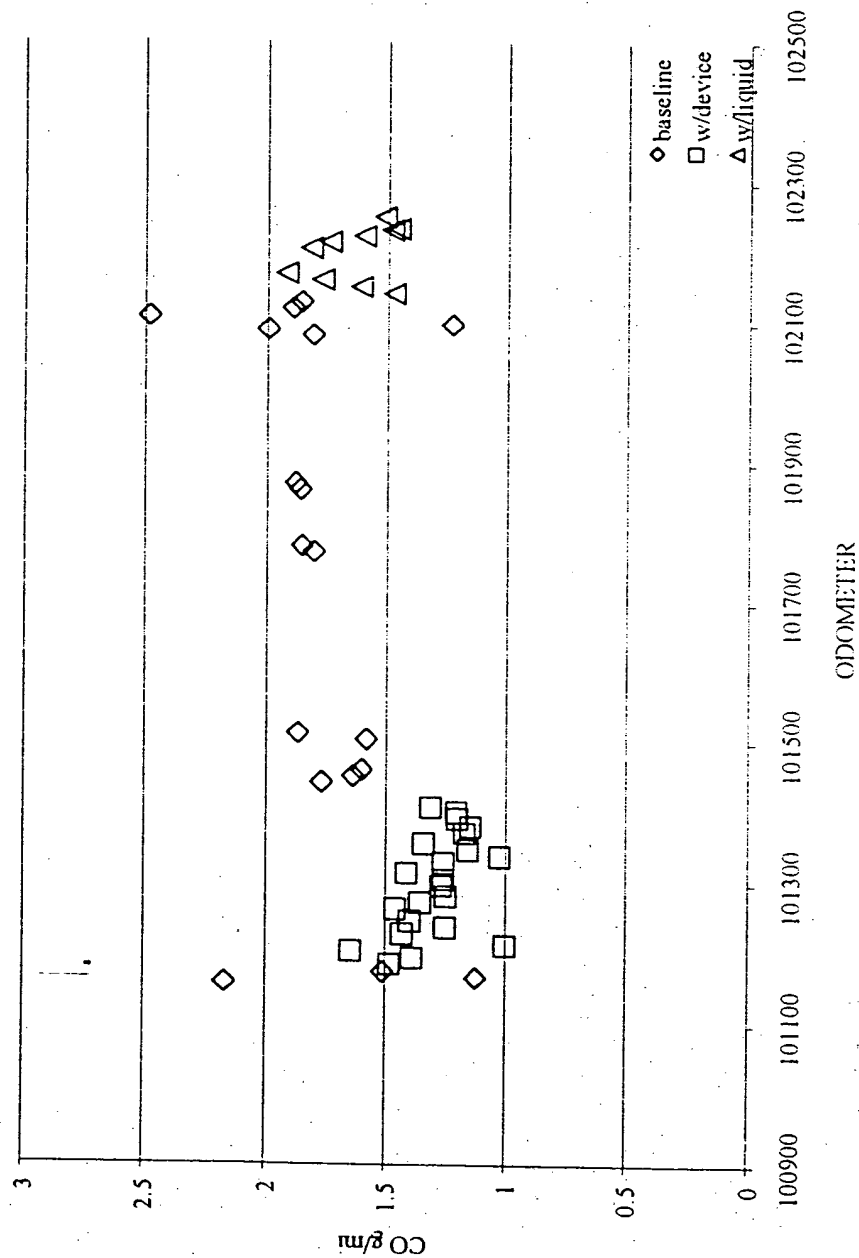


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

A scatter plot showing NMHC concentration (g/mi) on the y-axis (ranging from 0.015 to 0.045) versus ODOMETER reading on the x-axis (ranging from 101000 to 102400). The plot compares three conditions: baseline (diamonds), w/device (squares), and w/liquid (triangles). The baseline condition shows the highest NMHC concentrations, generally between 0.030 and 0.040 g/mi. The w/device condition shows intermediate concentrations, generally between 0.020 and 0.035 g/mi. The w/liquid condition shows the lowest concentrations, generally between 0.025 and 0.035 g/mi. There is a general downward trend in NMHC concentration as the odometer reading increases, particularly for the baseline condition.

ODOMETER	baseline (g/mi)	w/device (g/mi)	w/liquid (g/mi)
101050	0.041		
101150		0.021	
101200		0.022	
101250		0.023	
101300		0.024	
101350		0.025	
101400		0.026	
101450		0.027	
101500		0.028	
101550		0.029	
101600		0.030	
101650		0.031	
101700		0.032	
101750		0.033	
101800		0.034	
101850		0.035	
101900		0.036	
101950		0.037	
102000		0.038	
102050		0.039	
102100		0.040	
102150		0.041	
102200		0.042	
102250		0.043	
102300		0.044	
102350		0.045	

2.

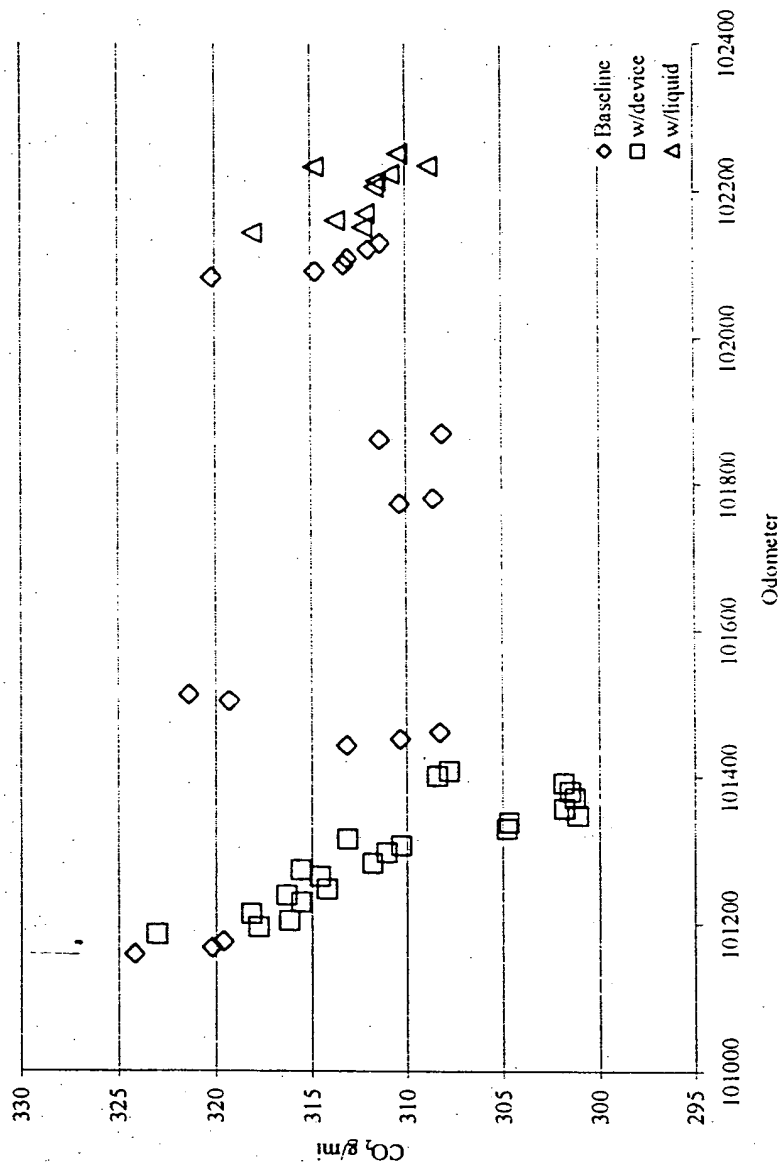


Figure 13: CO₂ emissions as a function of odometer miles for a Honda Accord

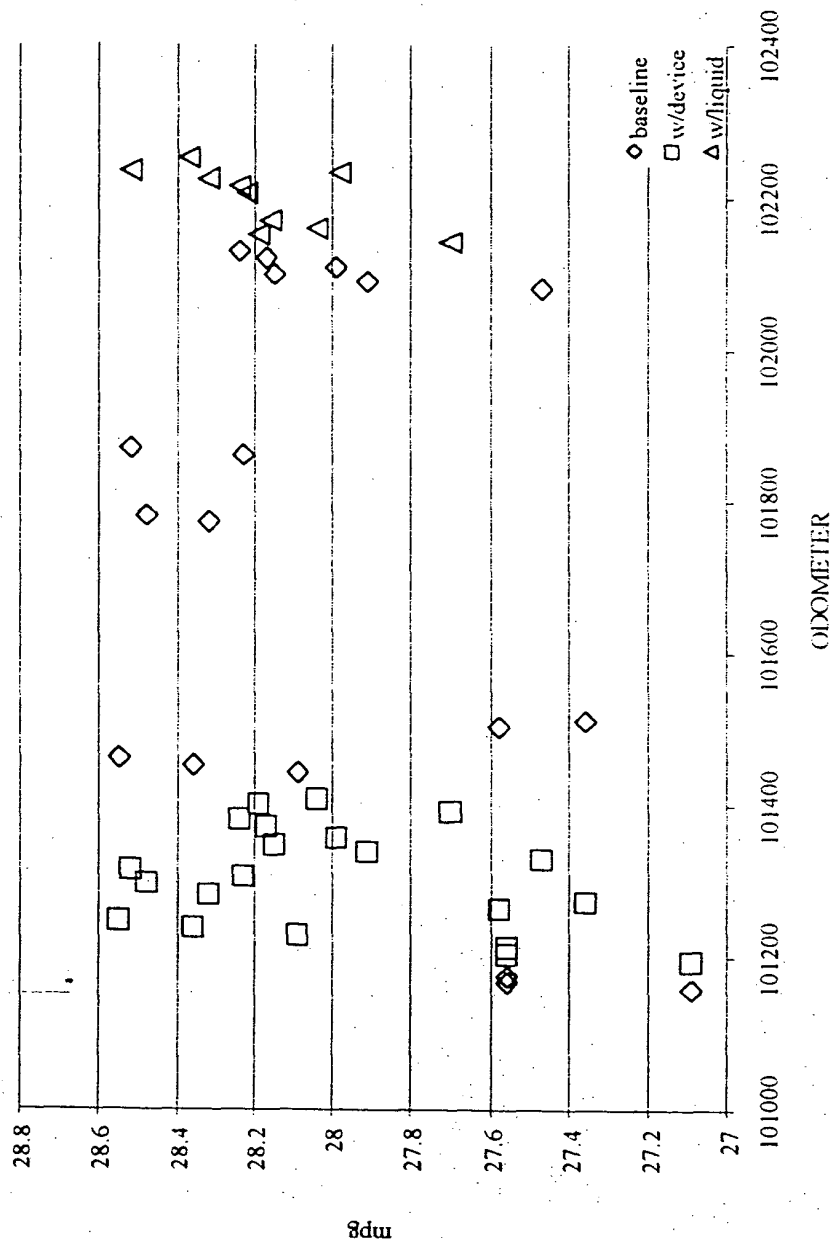


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

CO in Accord

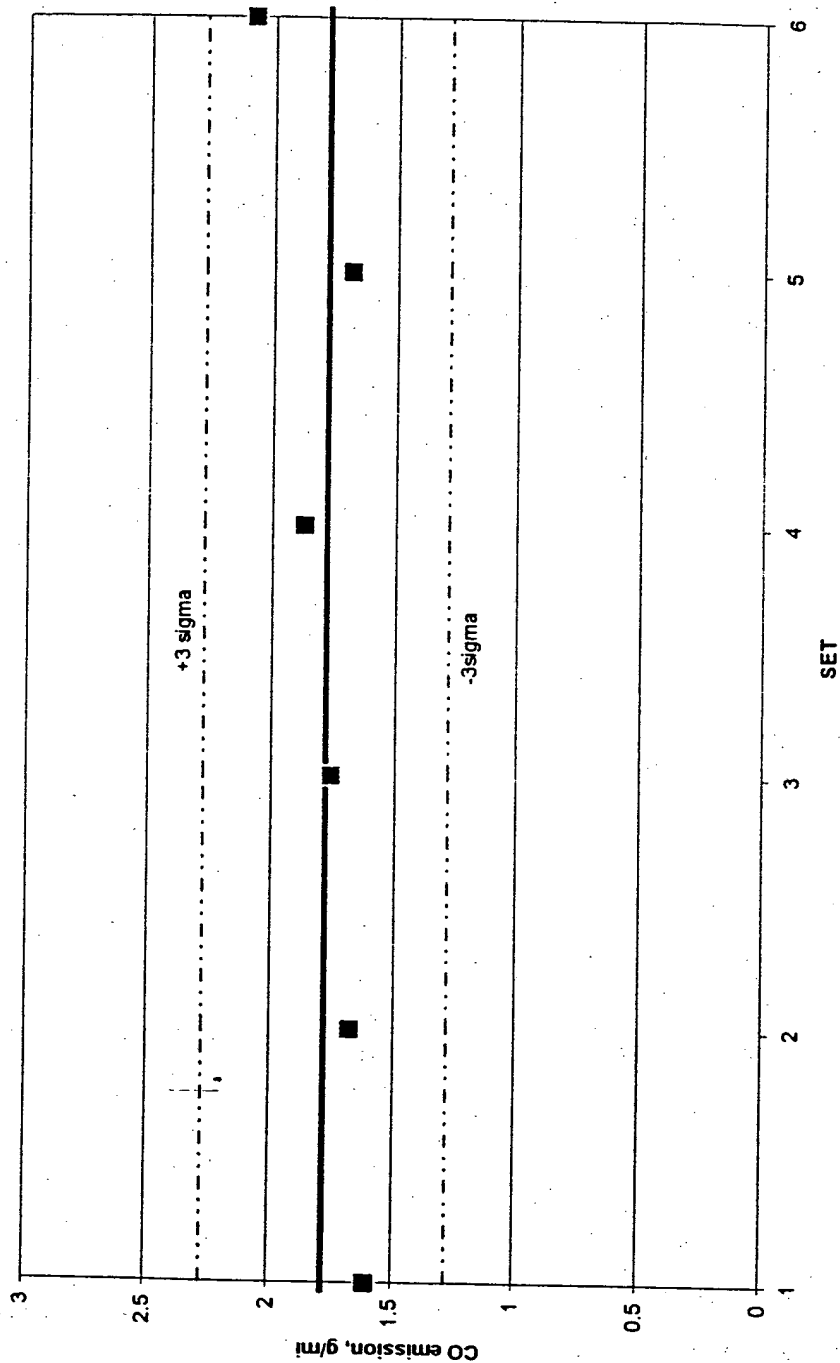


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

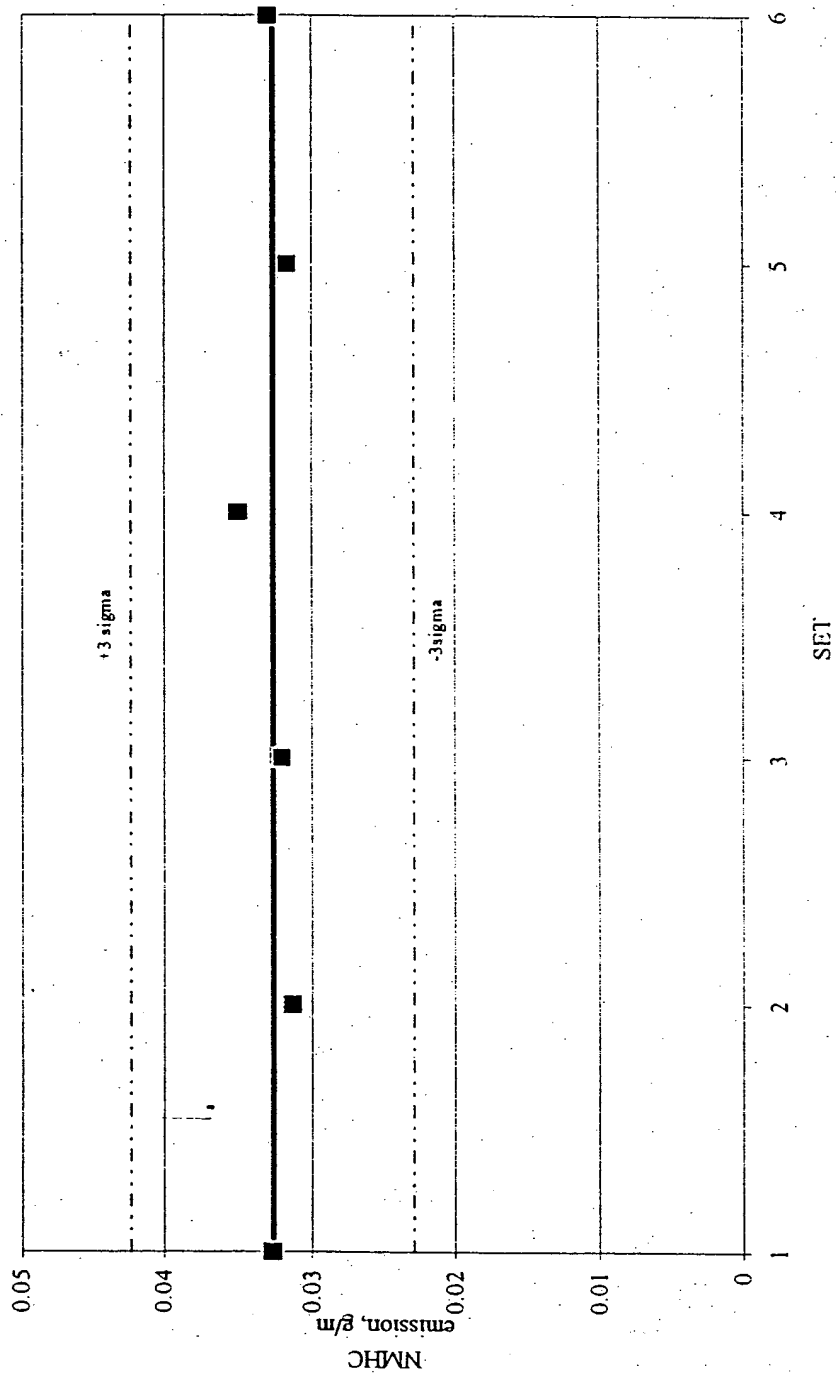


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

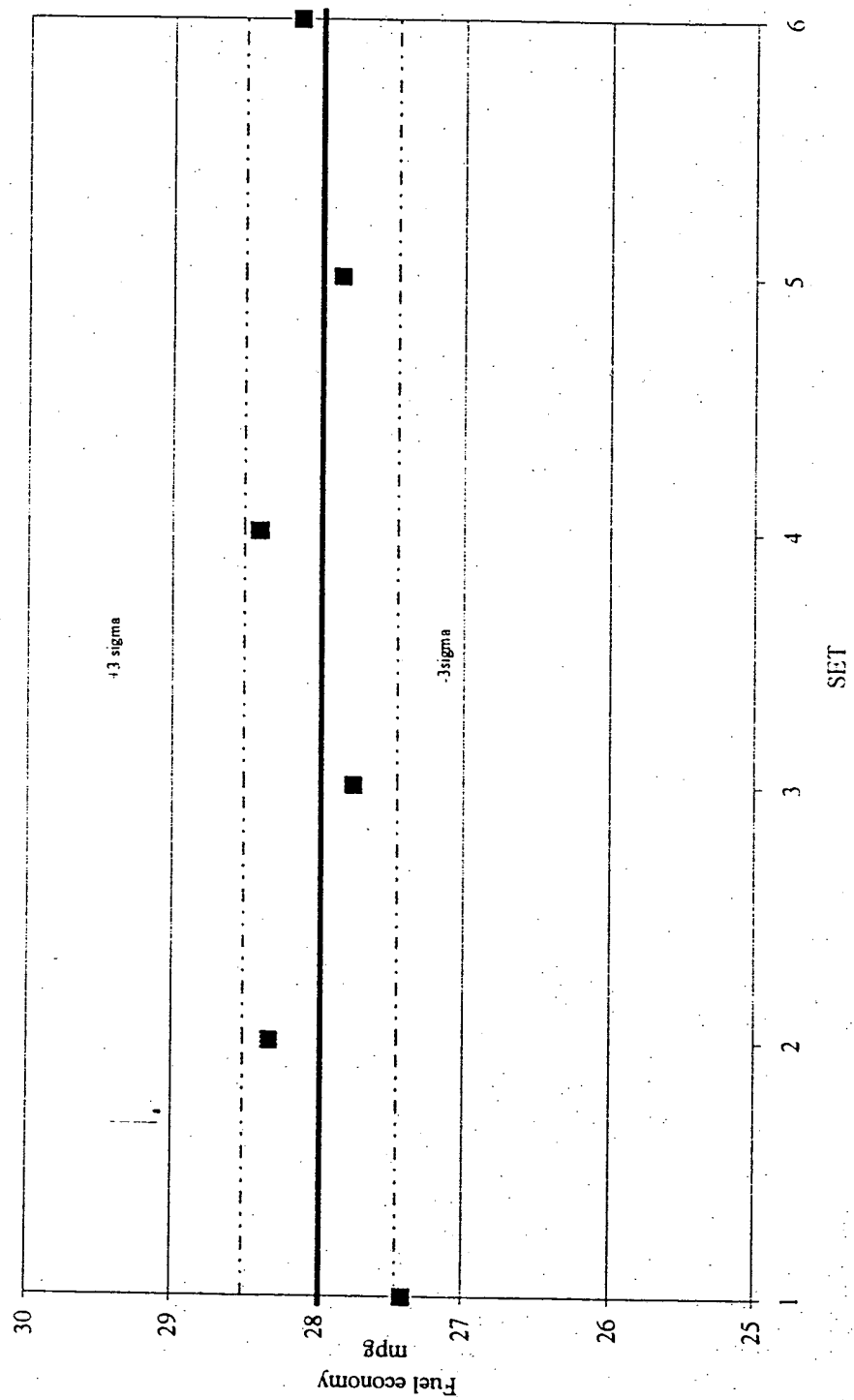
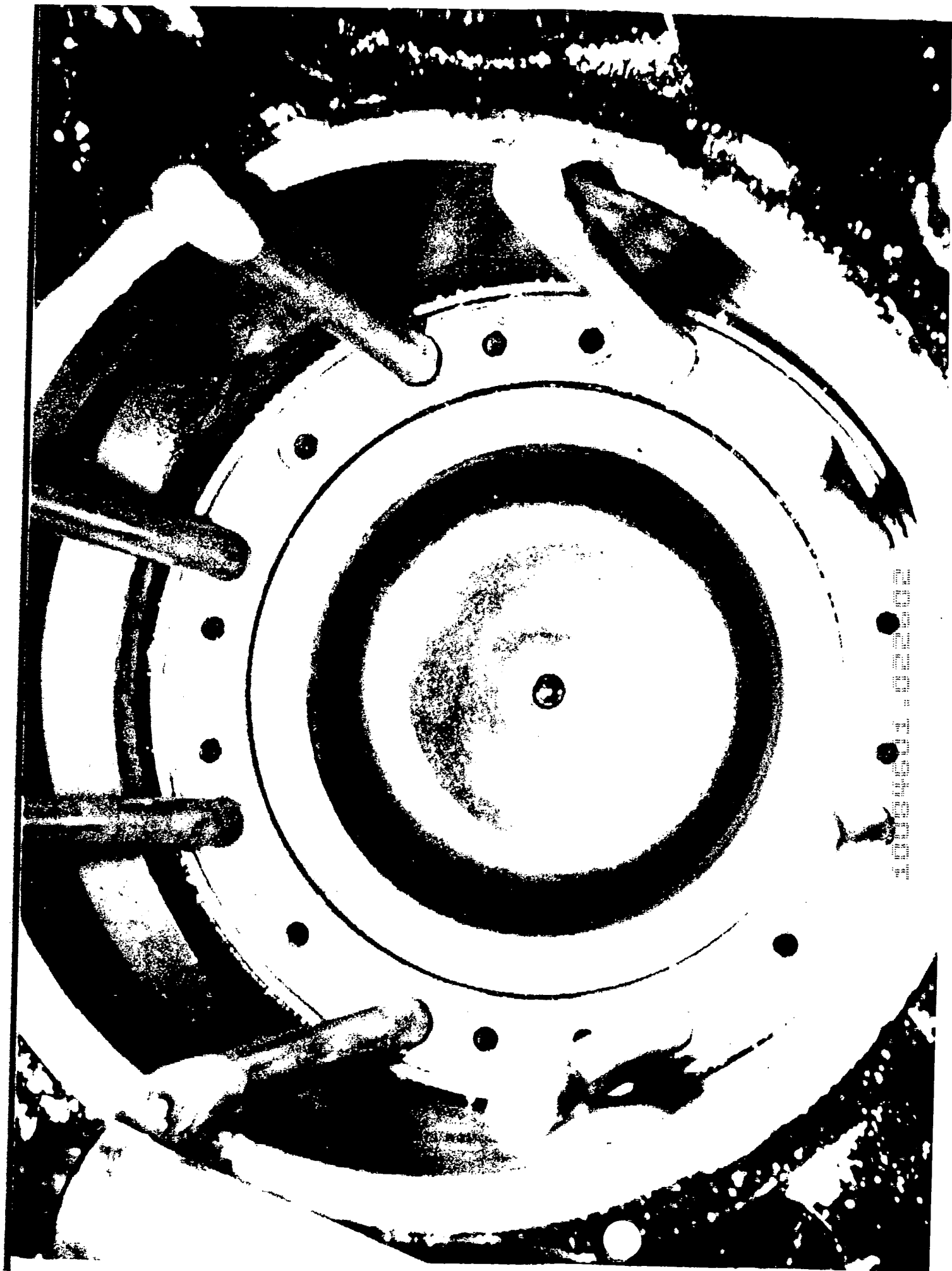
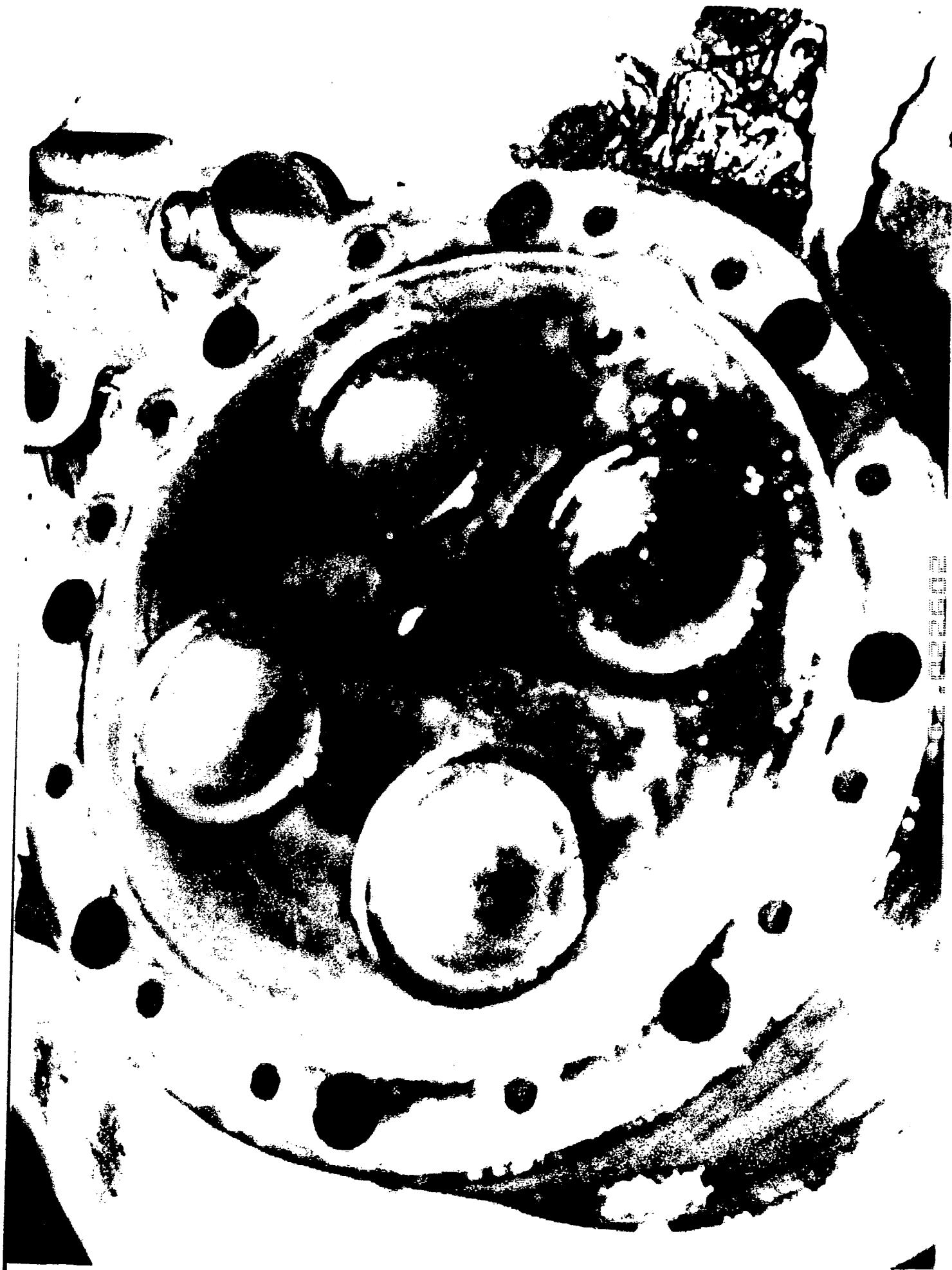
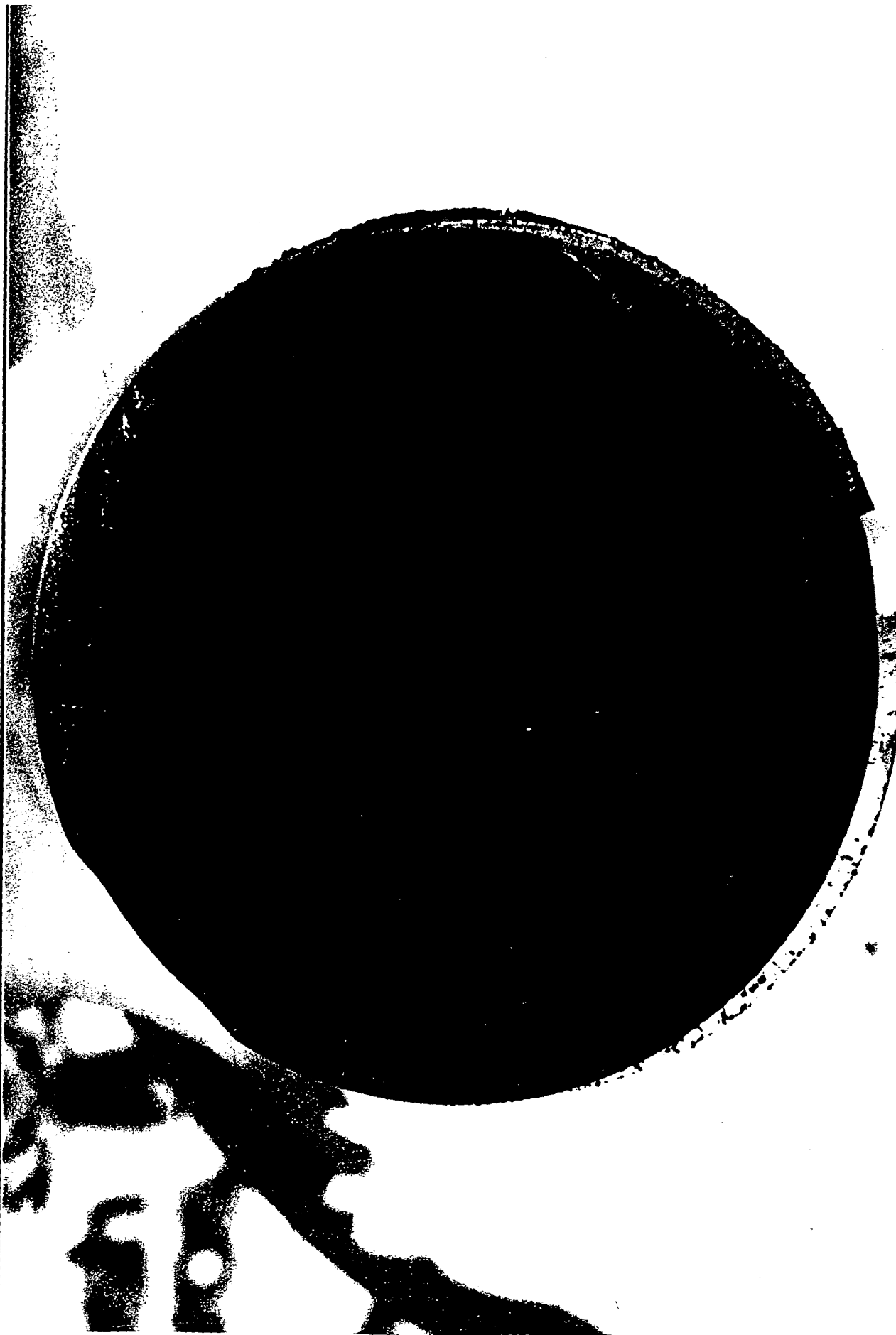
[illegible]

Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded







10004501 1322502

